

CENTRAL INTELLIGENCE AGENCY  
**INFORMATION REPORT**

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This is UNEVALUATED

THE SOURCE EVALUATIONS IN THIS REPORT ARE DEFINITIVE.  
 THE APPRAISAL OF CONTENT IS TENTATIVE.  
 (FOR KEY SEE REVERSE)

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1. The following positive dimensions were obtained by counting the number of concrete sections from which the permanent runway and associated taxi-ways have been constructed: (the following ref. are taken from Annex 1).

(a.) A - Main Runway (made up of sections 7 x 7.4m)

Overall length - 3,465 m (495 x 7m)  
 Overall width - 80 m (10 x 7.4m + 1 x 6m)  
 Concrete laid to a depth of 42 cm

(b.) B - Southern Taxi Track (made up of sections 7 x 7m)

Overall length - 3,465m (495 x 7m)  
 Overall width - 20m (2 x 7m + 1 x 6m)  
 Concrete to a depth of 33 cm.

(c.) C - Central Connecting Lead-in Lanes (made up of sections 7 x 6m)

Overall length - 350m (50 x 7m)  
 Overall width - 13m (3 x 6m)  
 Concrete laid to a depth of 33 cm.

(d.) D - Main East and West Connecting Taxi-tracks (made up of sections 7 x 7.4m)

Overall length - 350m (50 x 7m)  
 Overall width - 22.2m (3 x 7.4m)  
 Concrete laid to a depth of 33 cm.

(e.) E - Series of 12 Concrete Hardstands, each 50 x 12m, concrete laid to a depth of 25 cm.

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(NOTE: Washington distribution indicated by "X"; Field distribution by "#".)

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- (f) F-Inner Connecting Taxi-track (made up of sections 7 x 5m).

Overall length - 210m (30 x 7m)  
Overall width - 10m (2 x 5m)  
Concrete laid to a depth of 38 cm.

- (g) G - Inner Connecting Taxi-track (made up of section 7 x 5m).

Overall length - 147m (2 x 7m)  
Overall width - 10m (2 x 5m)  
Concrete laid to a depth of 38 cm.

- (h) H - Two rectangular Hardstands (made up of section 7 x 6m)

Overall height - 140m (20 x 7m)  
Overall width - 120m (20 x 6m)  
Concrete laid to a depth of 38 cm.

- (i) I - Four T-shaped Hardstands (made up of section 7 x 6m)

Overall length - 105m (17½ x 6m)  
Maximum width - 35m (5 x 7m)  
Concreted to a depth of 38 cm.

- (j) J - Concrete Taxi-track (constructed from sections 7 x 7.4m)

Overall length - 2834m (383 x 7.4m)  
Uniform width - 21m (3 x 7m)  
Concrete laid to a depth of 38 cm.

- (k) K - Main Airfield Railway Siding

This siding cuts the new North/South taxi-track at a point 496m South of the Southern taxi-track (67 sections, 7.4m in length).

- (l) L - Five Concrete Hardstands

Overall length - 525m  
Overall width - 150m  
Concrete laid to a depth of 38 cm.

## 2. New Constructions

- (a) North/South Taxi-track

The new North/South taxi-track leading off from the SW corner of the airfield has been nine tenths completed, the track having been laid down in three strips, each 7m in width. Both outer strips have been fully completed, there being 385 sections, each 7.4m in length, giving the taxi-track an entire length of 2834m. The center track has been three quarters completed. The overhead electric lighting system which formerly adjoined each side of the taxi-track under construction has now been moved about on a 400m. long stretch midway down each side, 15m further back so that where formerly this parallel lighting system was spaced only 25m apart, it is now widened to a width of approximately 55m.

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(b) Dispersal Areas

At the extreme southern end of the newly constructed North/South taxi-track, a series of dispersal are being laid out in the woodlands. An area of about 120m in width has been cleared and levelled off for a distance of 760m in an easterly direction and all preparations are complete for the laying down of a new concrete track (see detailed sketch in Annex 3). Along the northern side of this easterly track, three "dispersals" have been marked out with wooden pegs, each "dispersal" having side tracks 23m in width connected by an upper section 45m in width. The two sides are spaced 75m apart and the upper section lies 60m back and parallel to the new taxi-track. At the points where the side pieces join the new easterly taxi-track, each has been extended out to an overall width of 45m. Work is scheduled to commence on the concreting of this new area as soon as work on the North/South taxi-track is finally completed.

The woodlands for a distance of 35m have been roughly cleared adjoining the northern sides of the new marked out "dispersals", the trees so far being felled. When the roots have been removed it is understood that the area is to be levelled, covered with soil and sown with grass.

A similar track approximately 1000m in width, is being prepared in a Westerly direction from the extreme end of the new North/South taxi-track and there are indications that four additional "dispersals" are to be constructed north of this track.

(c) New Railway Spur

A new railway spur is being constructed from the existing main airfield siding from a point approximately 10 yds east of where the main siding crosses the road to Steinfeld. (see detailed sketch at Annex 5). The newly built embankment runs across Jagen 146, crosses the Gross Dölln/Zehdenick road just East of km stone 2,0 km (the km count is taken from the Zehdenick/Templin road). The embankment terminates in Jagen 132 at the junctions of Jagens 121, 122, 132 and 133. Warning signs for a level crossing have already been erected on the road. To date, the curve of the branch line has been laid and extends a further 30m in a southerly direction. Work is continuing in laying track along the entire new embankment. It is understood from workmen on this site that a further ammunition depot is to be constructed in Jagen 132 where at present extensive clearing and levelling is being undertaken.

3. Ammunition Depot

In the Ammunition Depot situated in Jagen 116 only superficial work is being undertaken by electricians who belong to a firm of contractors, VEM Berlin. Work on the transformer has been completed (see sketch of size and location in Annex 4), the building being 8.5m in height having a sloping roof and a single door on the westerly side. Three overhead power cables are fed into the transformer from the southern side, whilst ground connections emerge from the northern side of the building.

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Hangars 1 and 2 are brick built, measuring 25m x 15m, into which are fitted a series of 5 double pairs of light gauge railway lines which extend from the extreme rear of the hangar, cross a concrete apron to terminate at the normal gauge railway spur against a small ramp 30 cm in height and 1m in width. The third hangar is set approximately 4m further back than the first two and no series of lines of any sort are fed into this building. A concrete apron extends from the entrance as far as the railway line and 2 large concrete ramps, approximately 15m long and 1m high, adjoin the main railway line. Each of the 3 buildings have 5 pairs of outer slatted doors opening outwards, which in turn conceal 5 pairs of metal doors opening inwards. All sheds have 4 windows at their gabled ends and a series of small window running along the rear. All rear windows are heavily shuttered. The side gable windows are fitted with glass panes opening inwards and wooden shutters opening outwards.

All three buildings are completely empty at present and there are no cranes or light gauge rolling stock of any sort visible in the vicinity.

The depot has now been completely refenced by a series of permanent concrete posts between which are strung 5 strands of barbed wire. There is one entrance at the northern end by the railway spur and another main entrance at the southern side over the concrete road. Both entrances have solid metal gates. Two wooden huts have been erected in the SW corner of the site, one of which is used as a guard room for the SAF detachment and the other is to be used for Russian administrative staff employed on the site. Both huts have been painted a matt green.

#### 5. Runway Details

On 1 August, a Soviet commission composed of senior Air Force officers, visited the Eastern end of the main runway where a series of about 12 small holes had recently been made in the concrete. The commission used Mercedes car No. Bl-79-16. After the departure of this commission, work commenced in filling in the holes. The entire runway now appears to be fully servicable.

#### Annexes:

1. Sketch of Airfield layout
2. Sketch of T-shaped Hardstands
3. Sketch of new dispersal areas south of airfield
4. Sketch illustrating layout and features of Ammunition Depot
5. Sketch showing position of new railroad siding.

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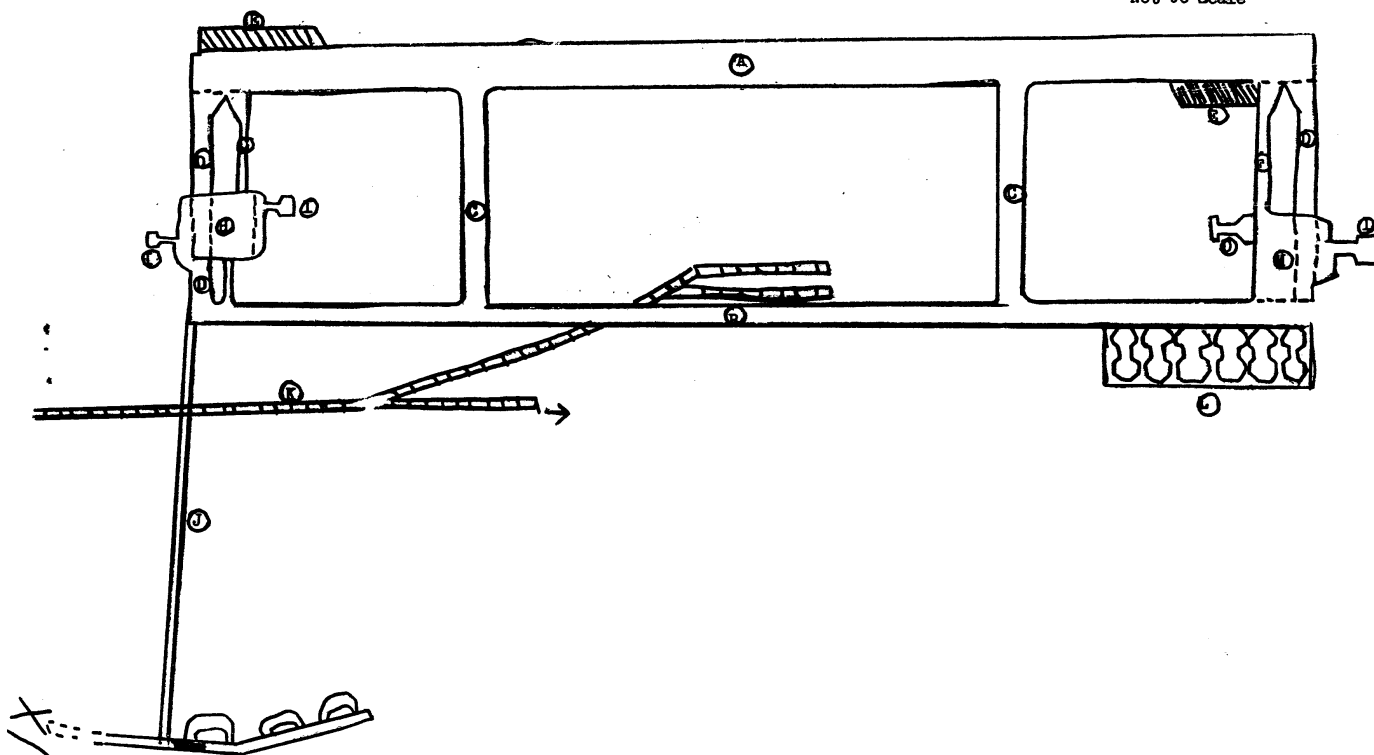
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VIETMANNSDORF AIRFIELD

ANNEX 1

Not to Scale

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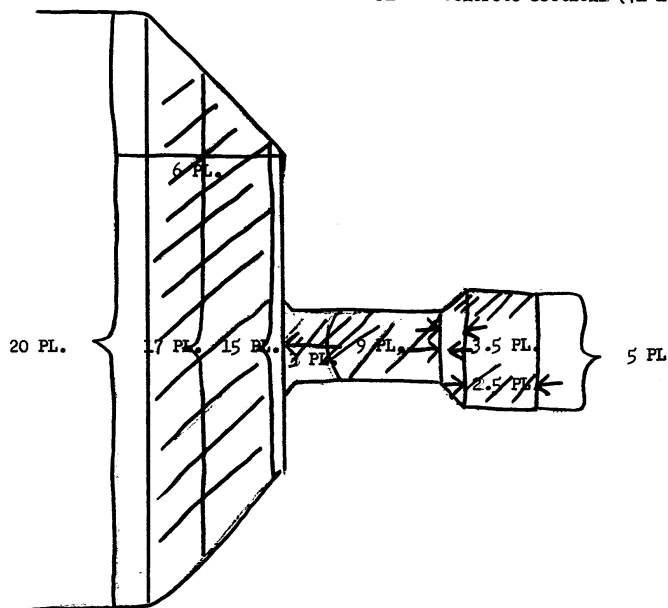
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ANNEX 2

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BUILD-UP BY CONCRETE SECTIONS OF FOUR  
IDENTICAL HARDSTAMPS  
AT PT 1 OF ANNEX NUMBER 2

PL - Concrete sections (7M x 6M)



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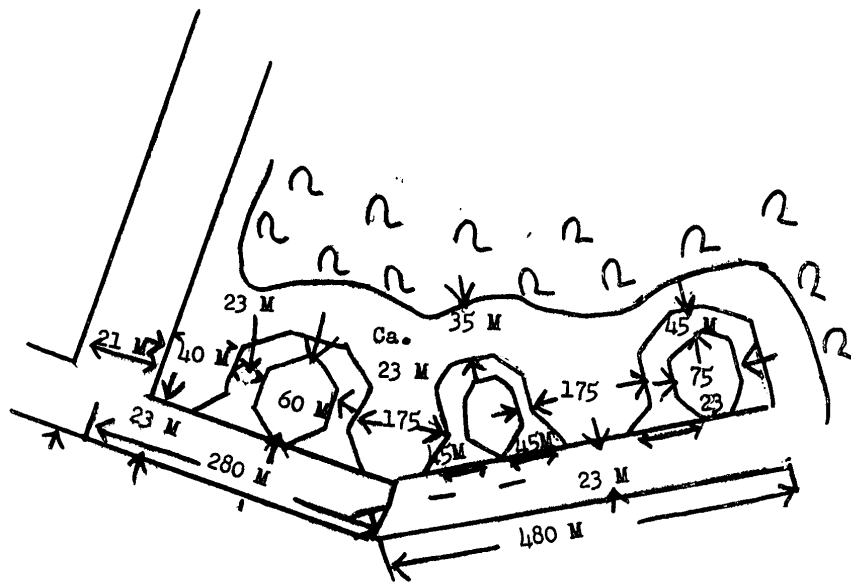
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ANNEX 3

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HARDSTANDS SOUTHEAST OF THE  
CONCRETE ROAD



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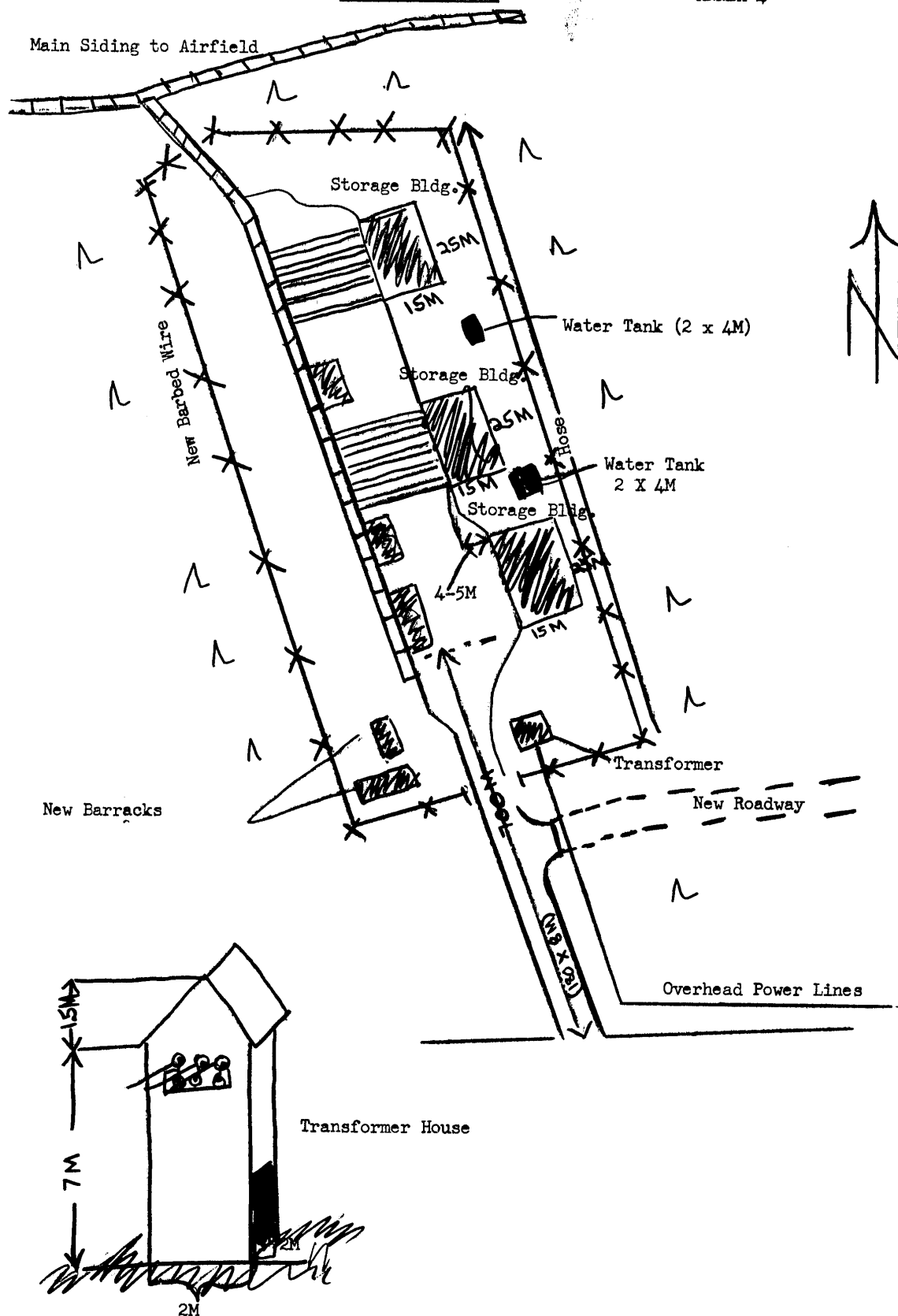
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AMMUNITION DEPOT

ANNEX 4

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